

Figure 1: Metered Injection Pumping System for adding catalyst to fuel

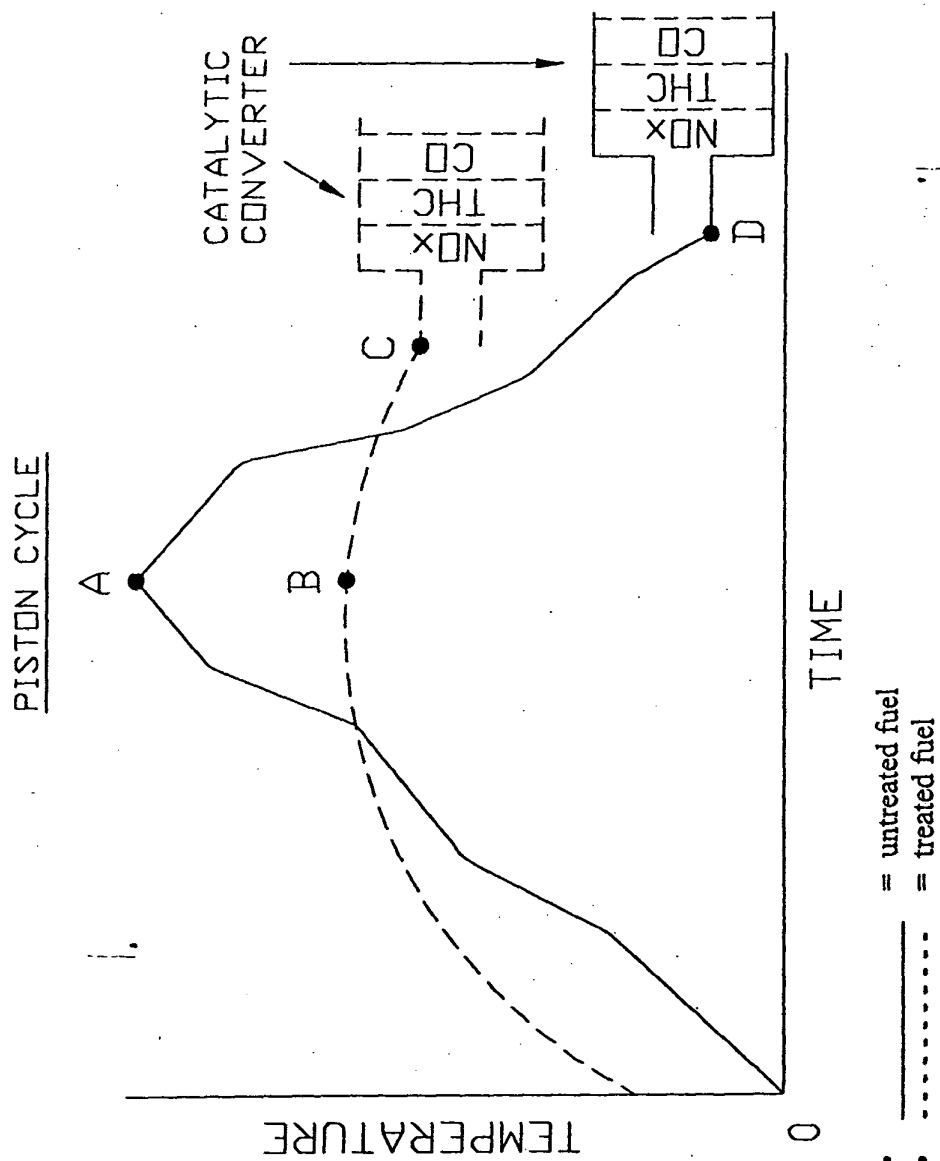


Figure 2: Hypothetical temperature versus time curve for the piston cycle of a gasoline-powered engine operating on untreated fuel and fuel treated with the OR-1 additive

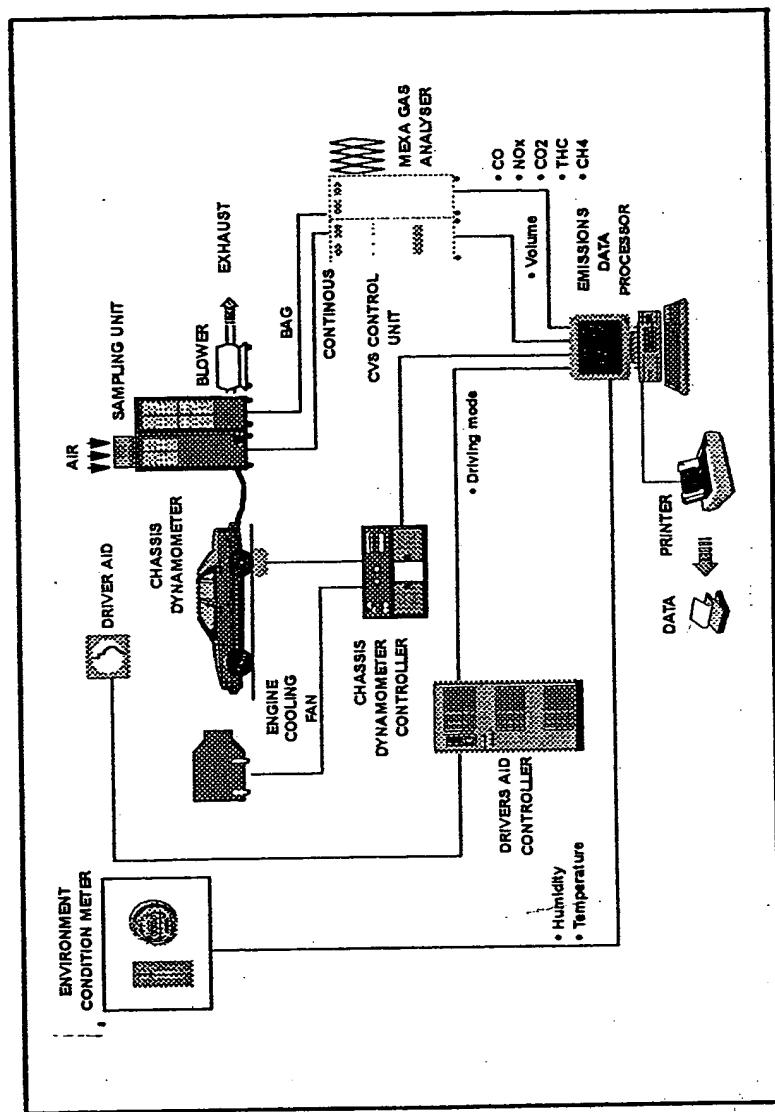


Figure 3: Schematic illustrating the layout of the Vehicle Emissions Testing Laboratory located in Section 27, Selangor Darul Ehsan, Shah Alam, Malaysia

# ANNEX TEST

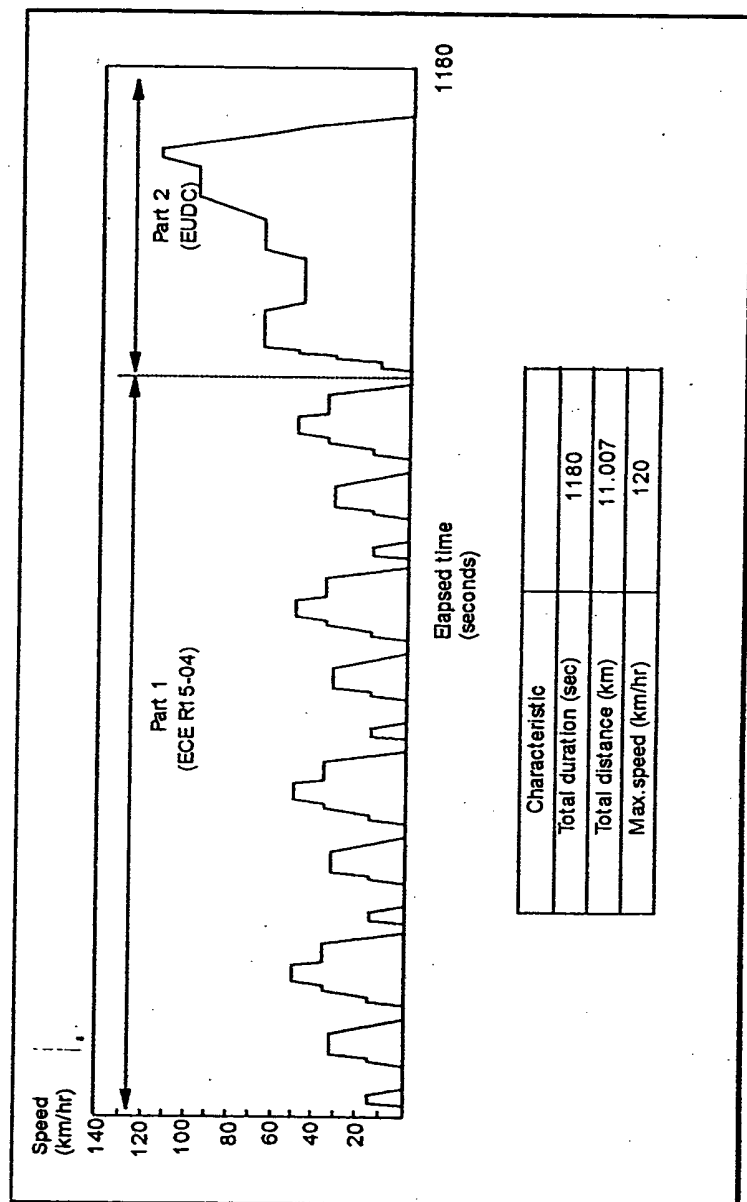


Figure 4: Diagram illustrating the European Emissions Standard ECE R15-04 plus EUDC Emissions Test Cycle

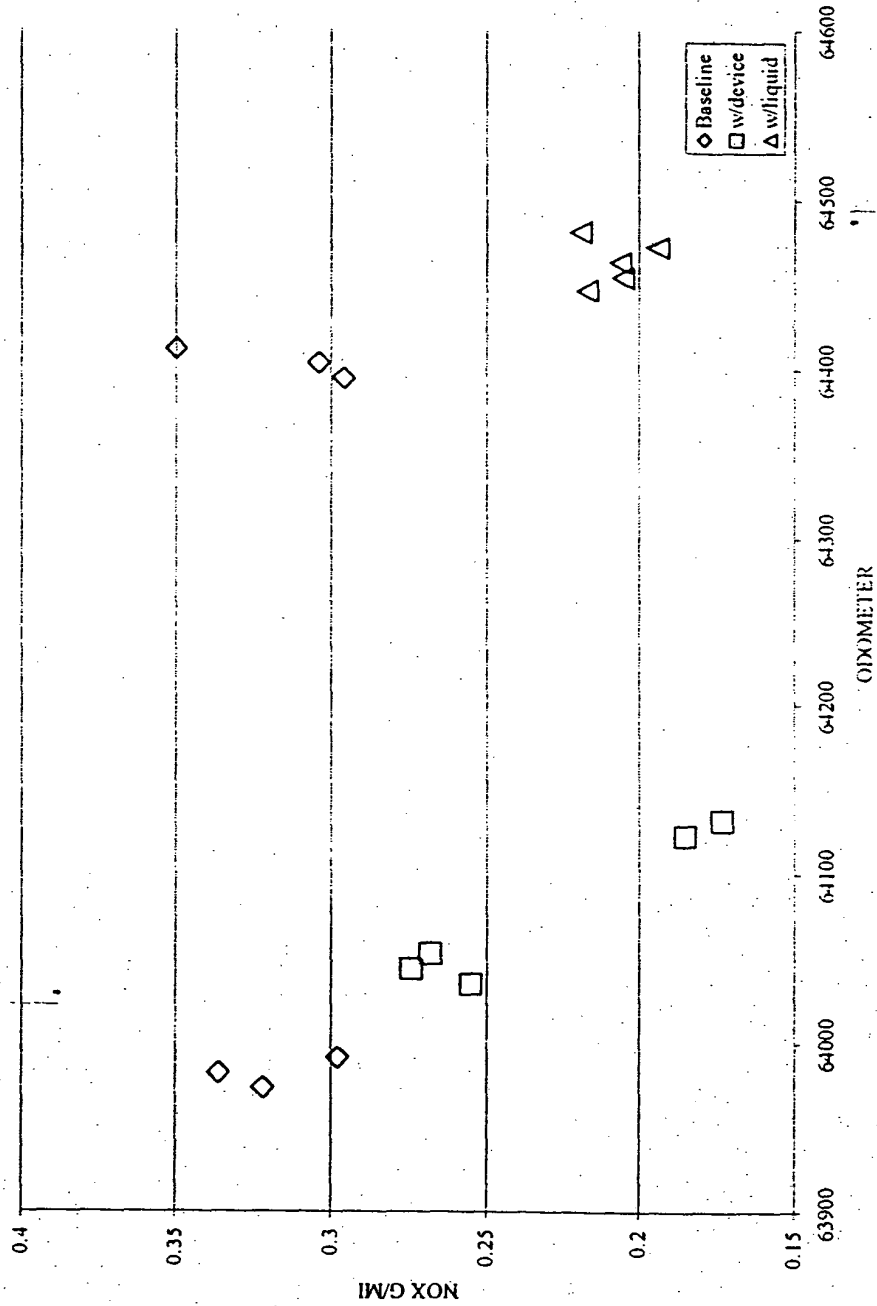


Figure 5: NO<sub>x</sub> emissions as a function of odometer miles for a Ford Taurus

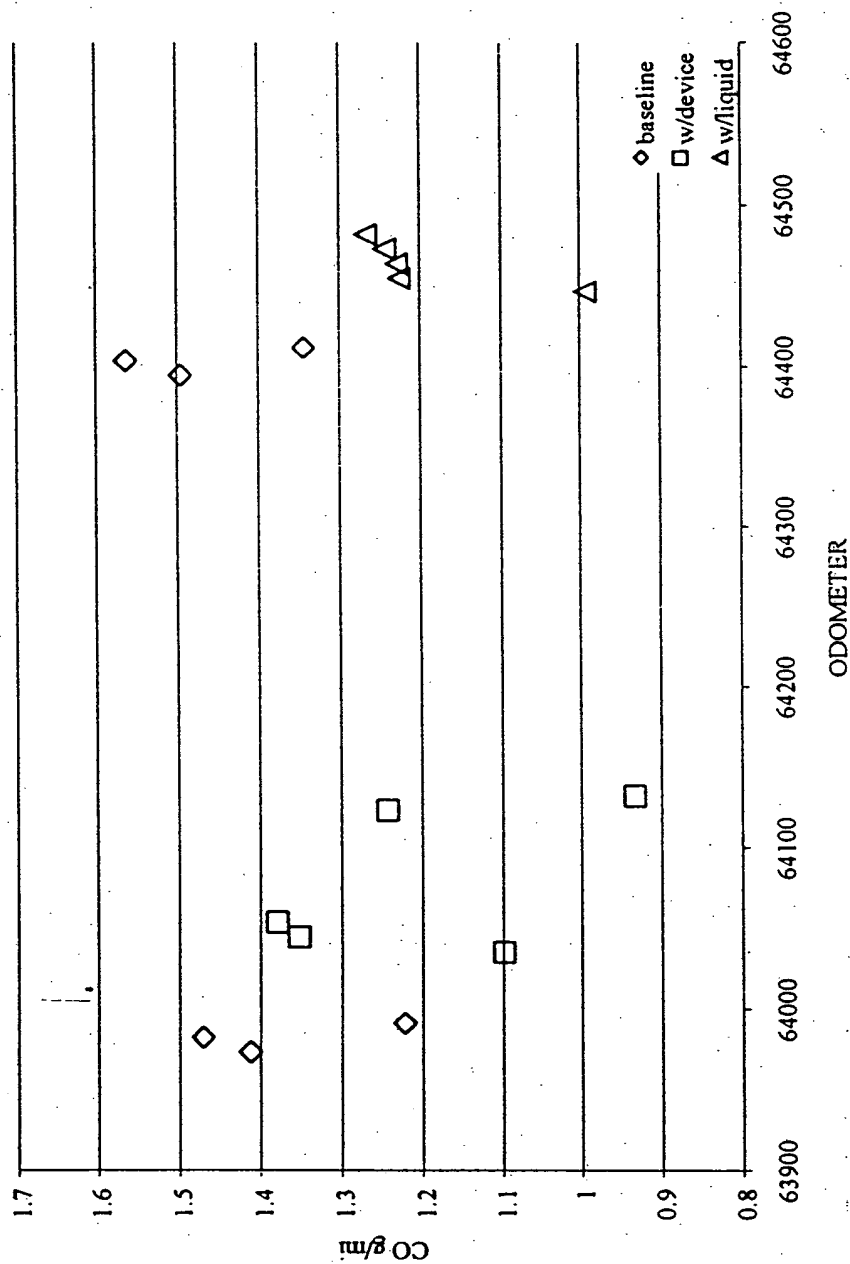


Figure 6: CO emissions as a function of odometer miles for a Ford Taurus

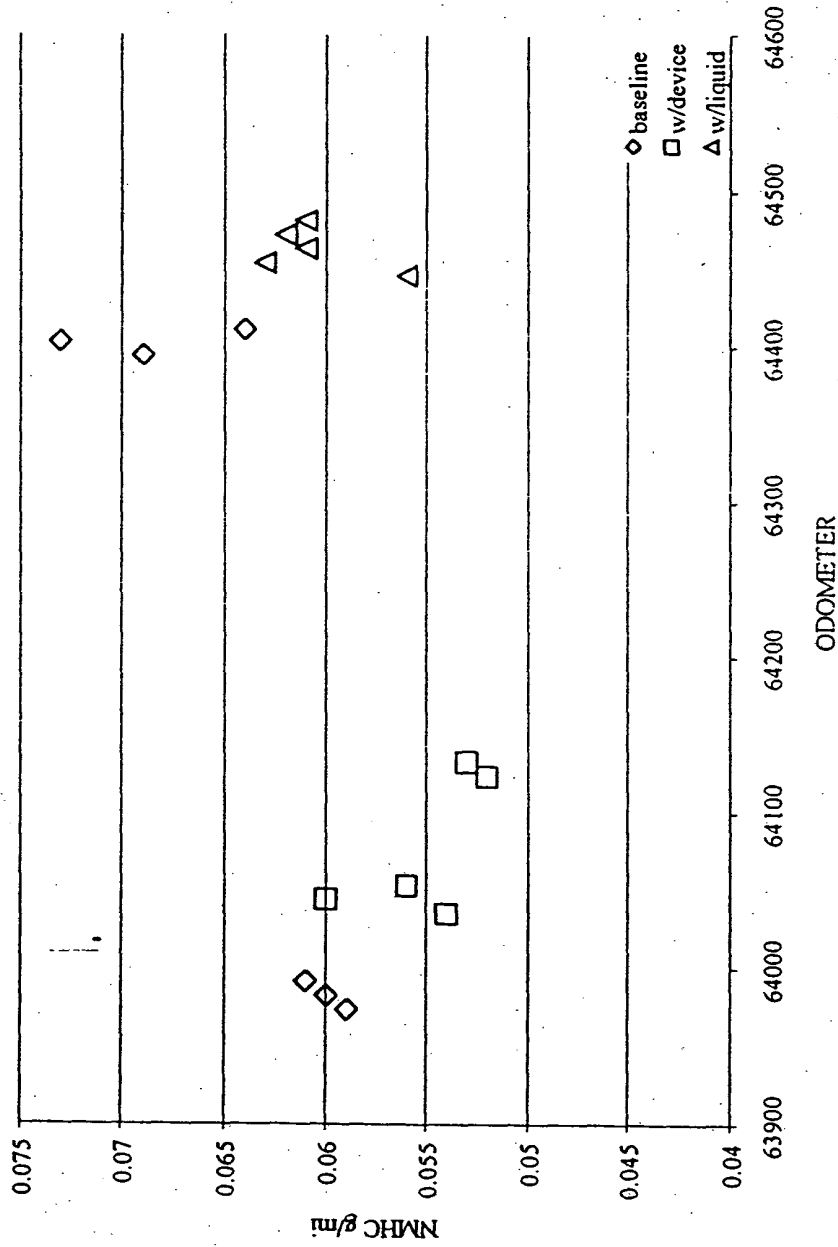


Figure 7: NMHC emissions as a function of odometer miles for a Ford Taurus

209220 FEB 1990

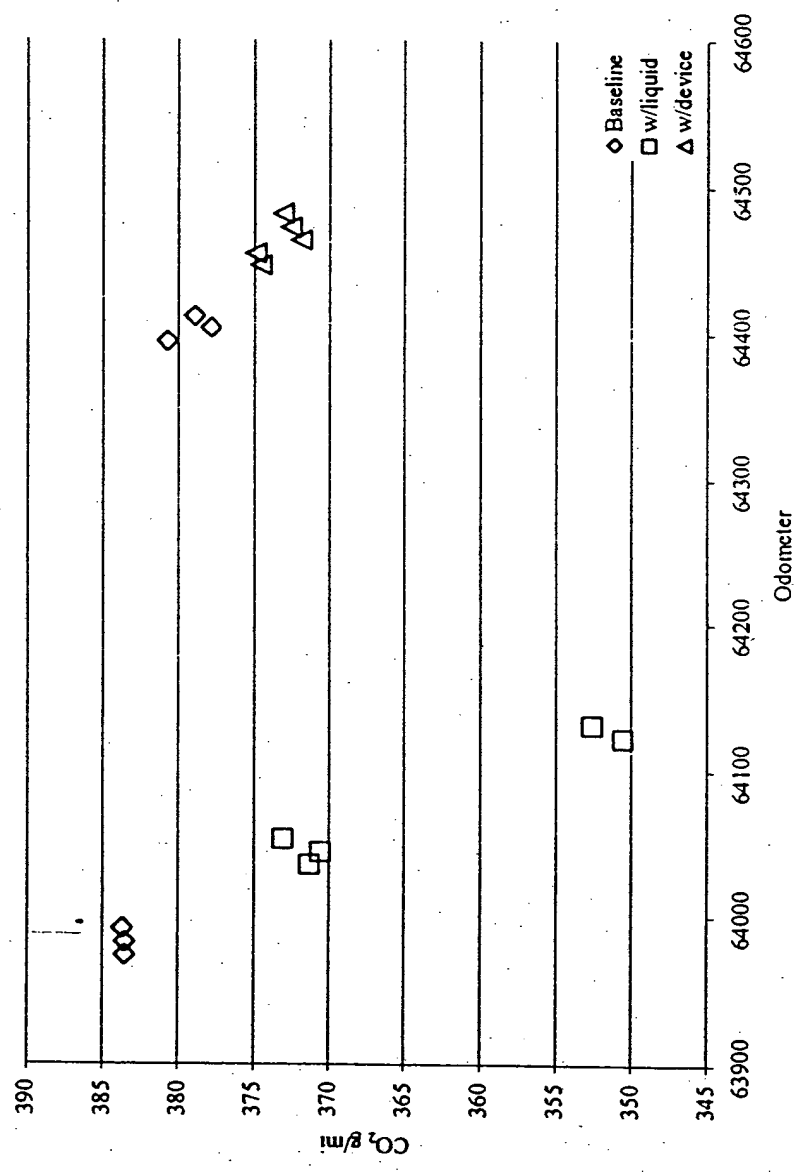


Figure 8: CO<sub>2</sub> emissions as a function of odometer miles for a Ford Taurus



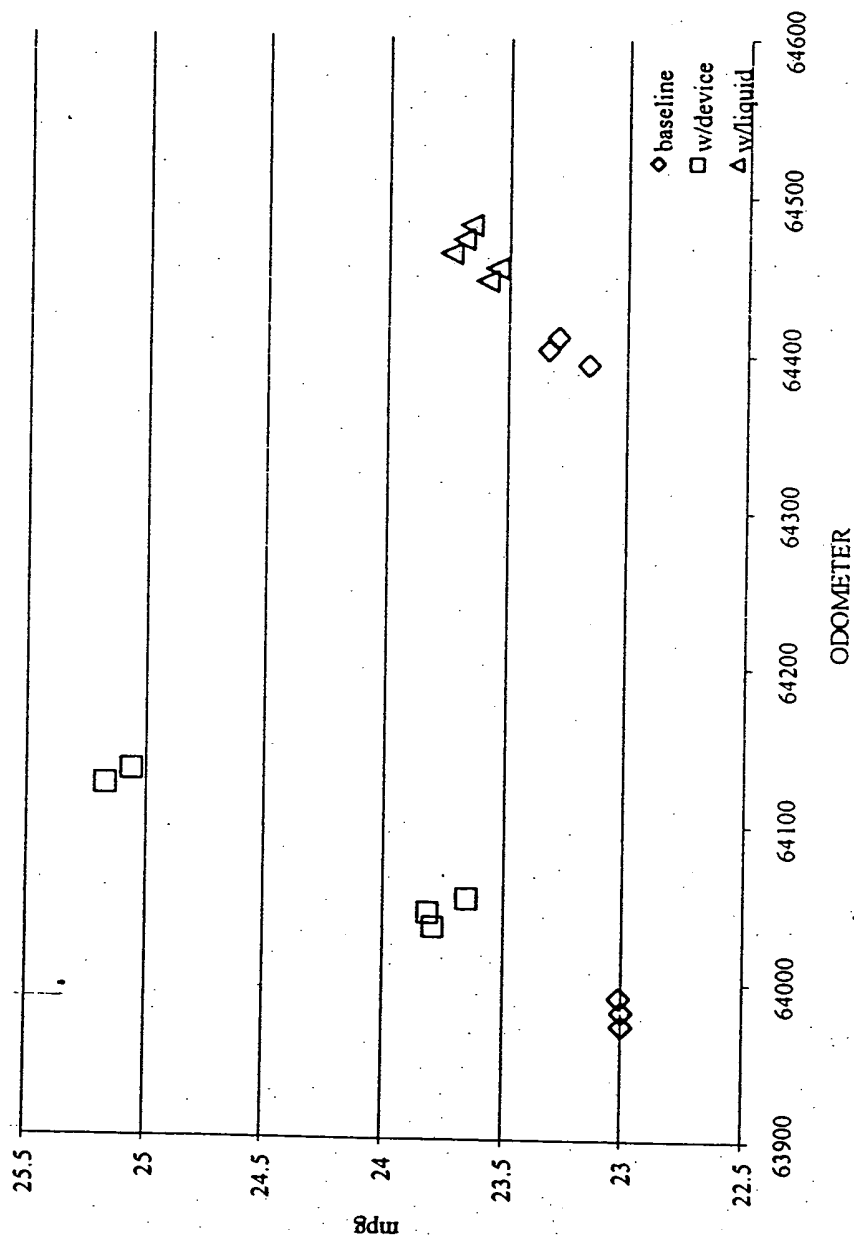


Figure 9: MPG fuel economy as a function of odometer miles for a Ford Taurus

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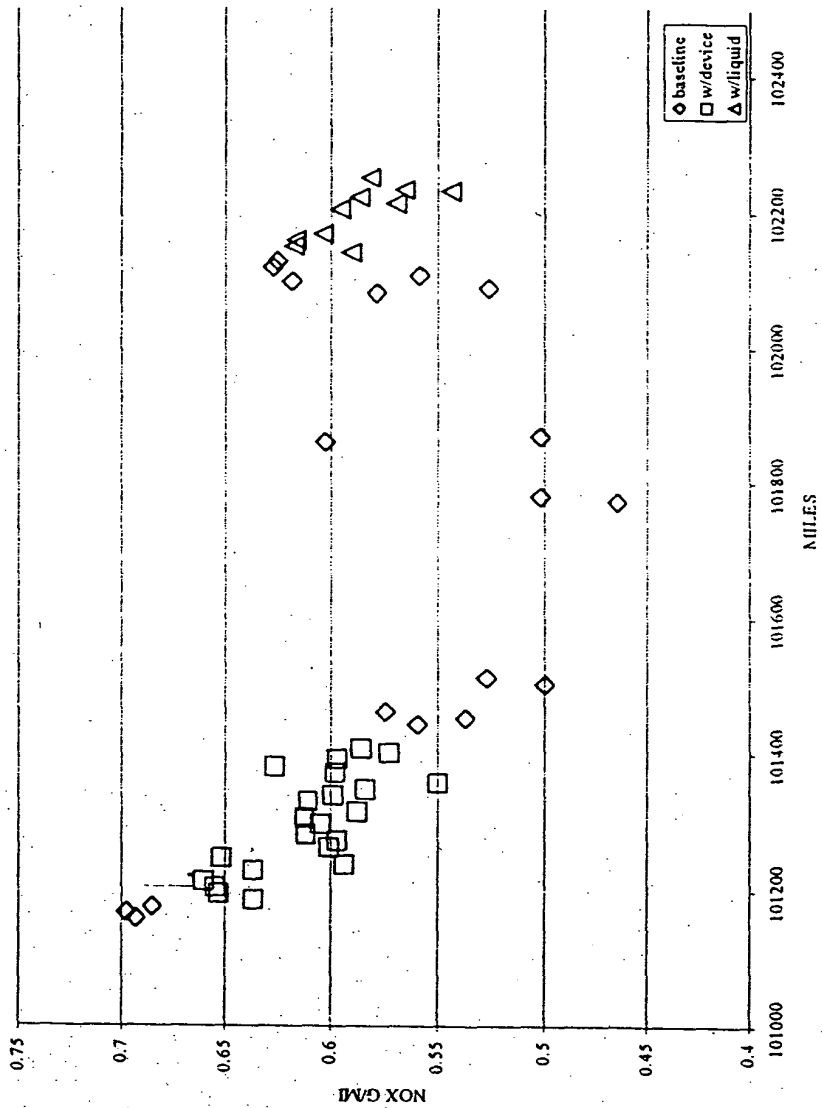


Figure 10: NO<sub>x</sub> emissions as a function of odometer miles for a Honda Accord

A scatter plot showing CO emissions (g/mi) on the y-axis (0 to 3) versus ODOMETER on the x-axis (100900 to 102500). The legend indicates three data series: baseline (diamonds), w/device (squares), and Δw/liquid (triangles). The baseline series shows a sharp increase in CO emissions starting around 101700, peaking near 102100. The w/device series shows a general decrease in CO emissions starting around 101300, reaching a minimum around 101500. The Δw/liquid series shows a general increase in CO emissions starting around 101700, peaking near 102100.

ODOMETER	baseline (g/mi)	w/device (g/mi)	Δw/liquid (g/mi)
100900			
101000	1.8		
101100		1.4	
101200		1.5	
101300		1.6	
101400		1.7	
101500		1.8	
101600		1.9	
101700	2.0		
101800	2.1		
101900	2.2		
102000	2.3		
102100	2.4		
102200		1.5	1.6
102300		1.4	1.5
102400		1.3	1.4
102500		1.2	1.3

# 209220 TESTBOOK

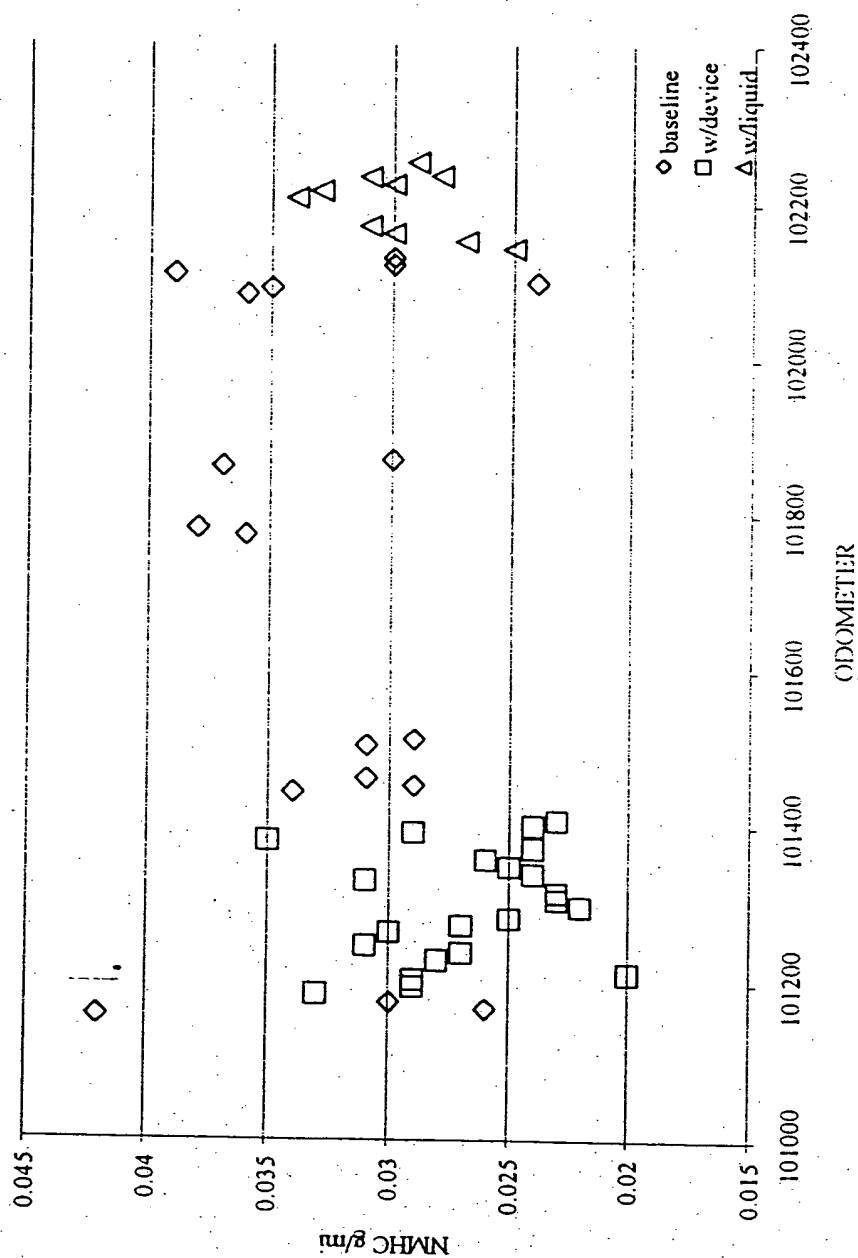


Figure 12: NMHC emissions as a function of odometer miles for a Honda Accord

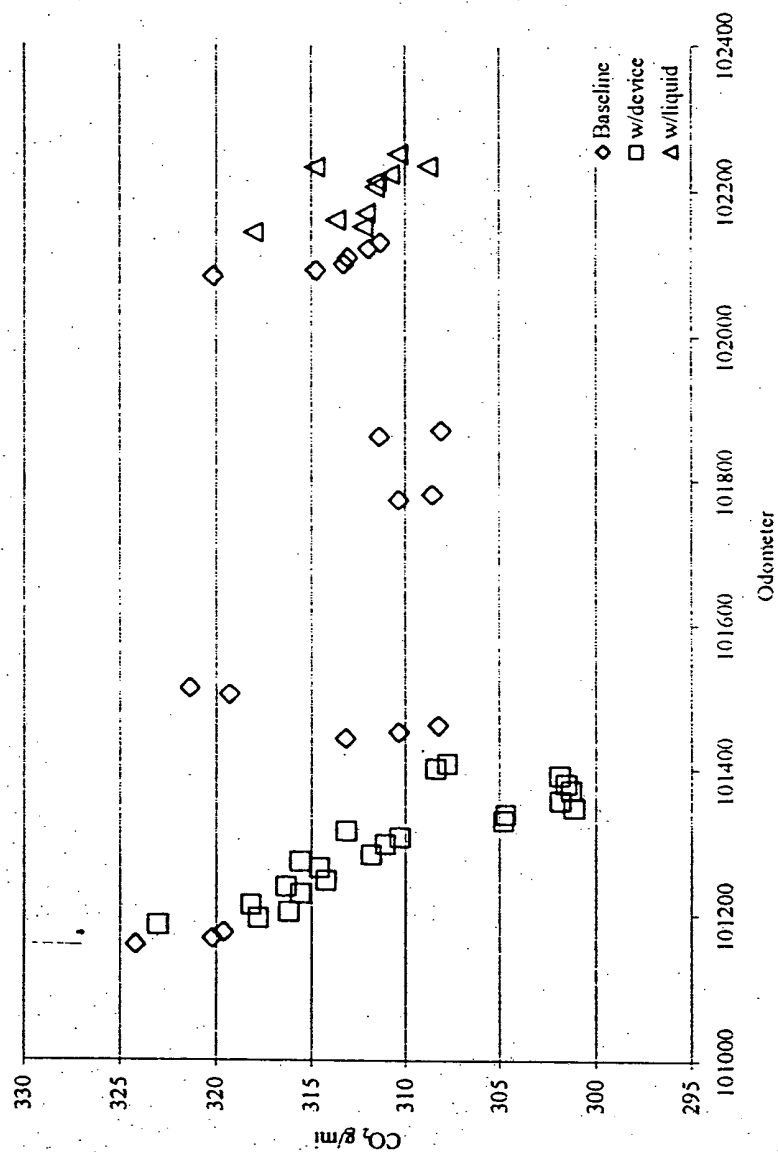


Figure 13: CO<sub>2</sub> emissions as a function of odometer miles for a Honda Accord

209220 TESTBOOT

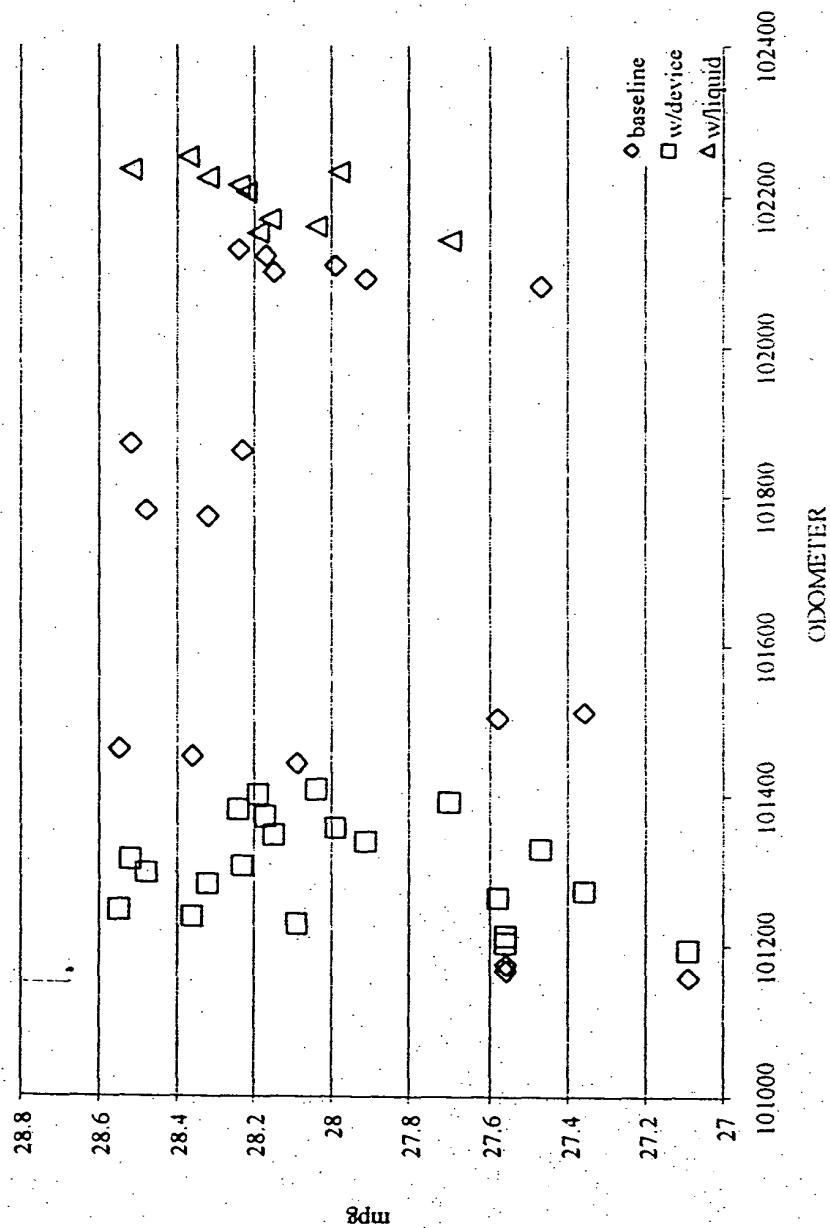


Figure 14: MPG fuel economy as a function of odometer miles for a Honda Accord

209220 TESTBOOT

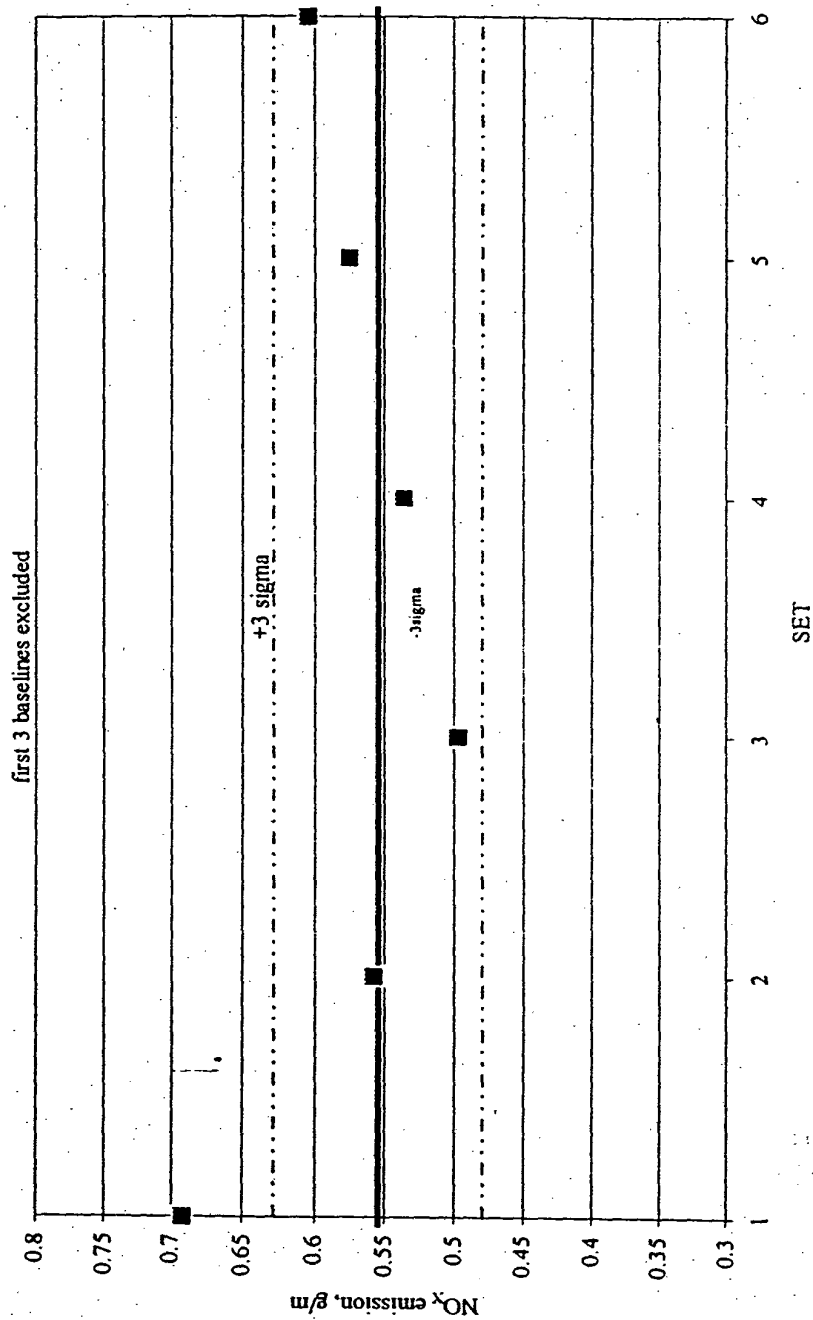


Figure 15: Shewhart Control Plot for NO<sub>x</sub> in the Honda Accord with the first three baselines excluded

2003220-TECHBOOT

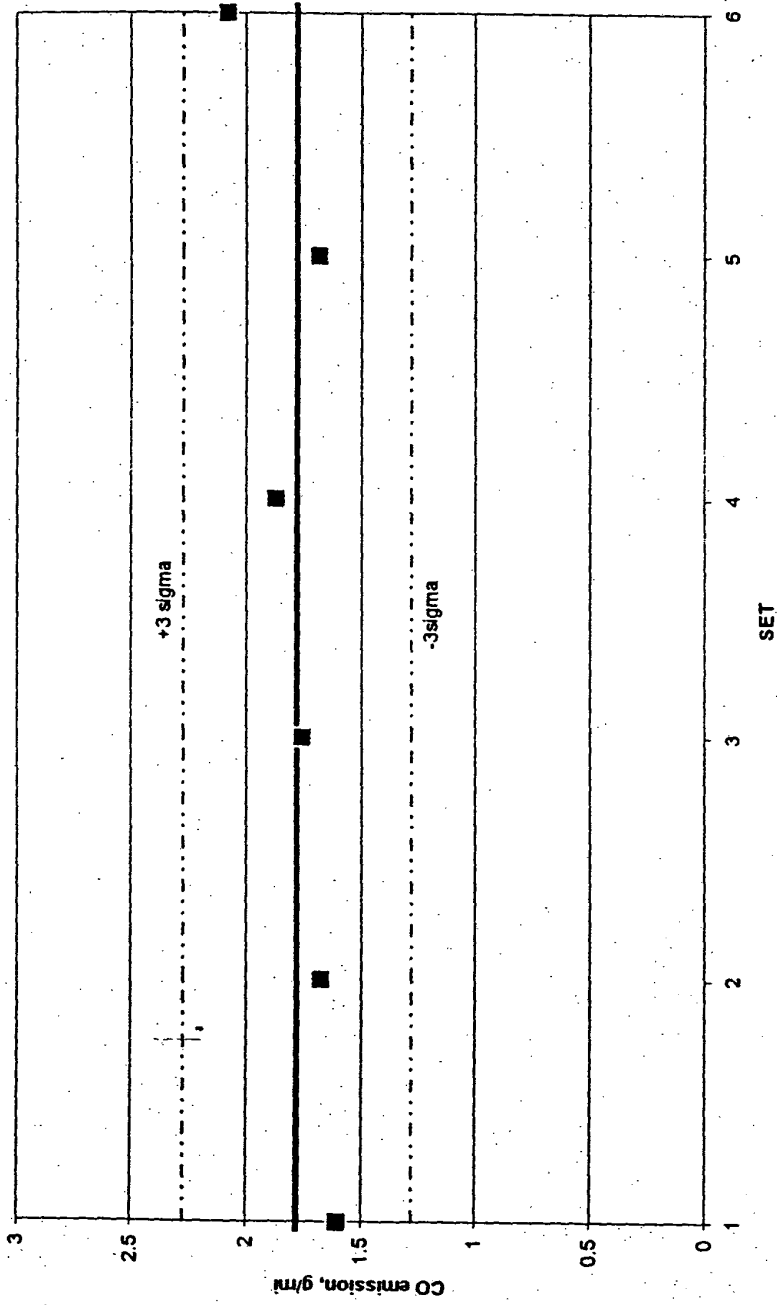


Figure 16: Shewhart Control Plot for CO in the Honda Accord with the first three baselines excluded



209220-15348004

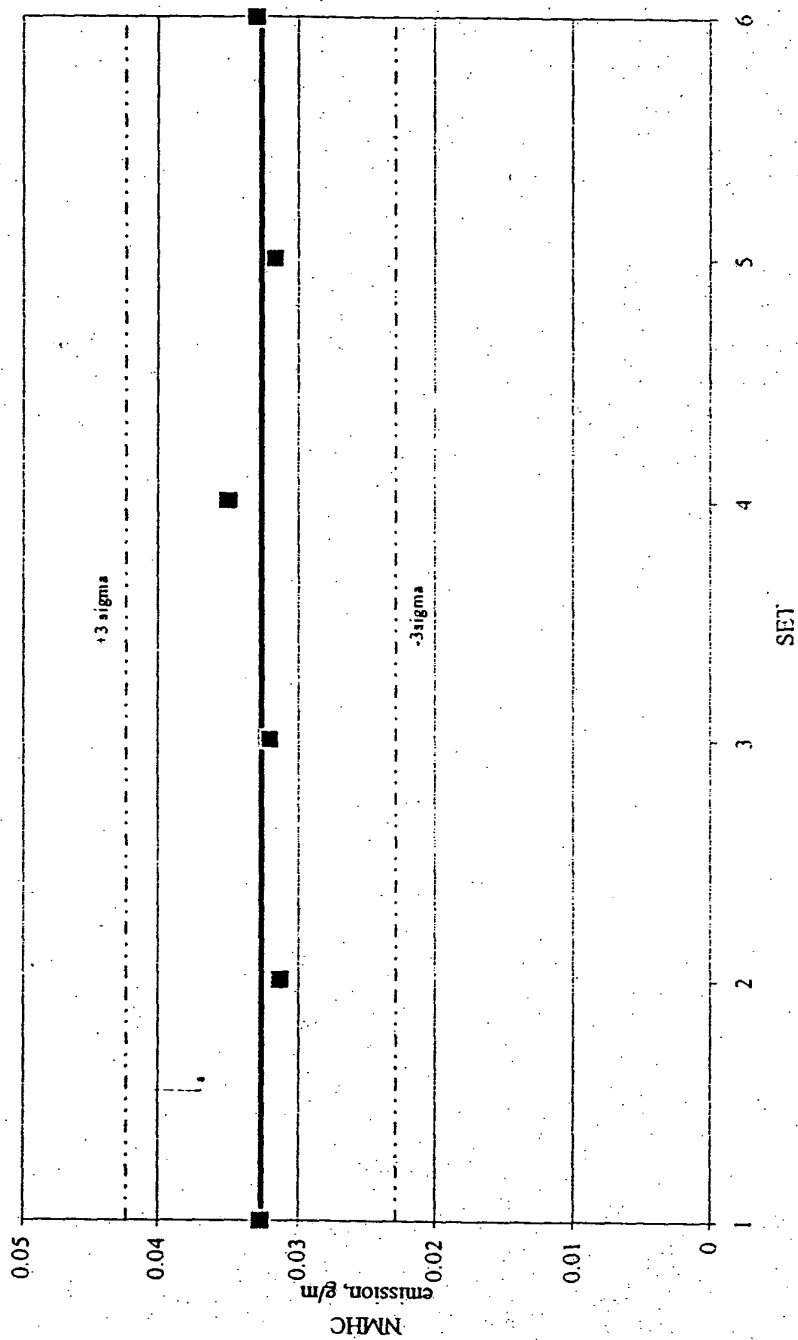


Figure 17: Shewhart Control Plot for NMHC in the Honda Accord with the first three baselines excluded

2099220-TEB4800T

HONDA

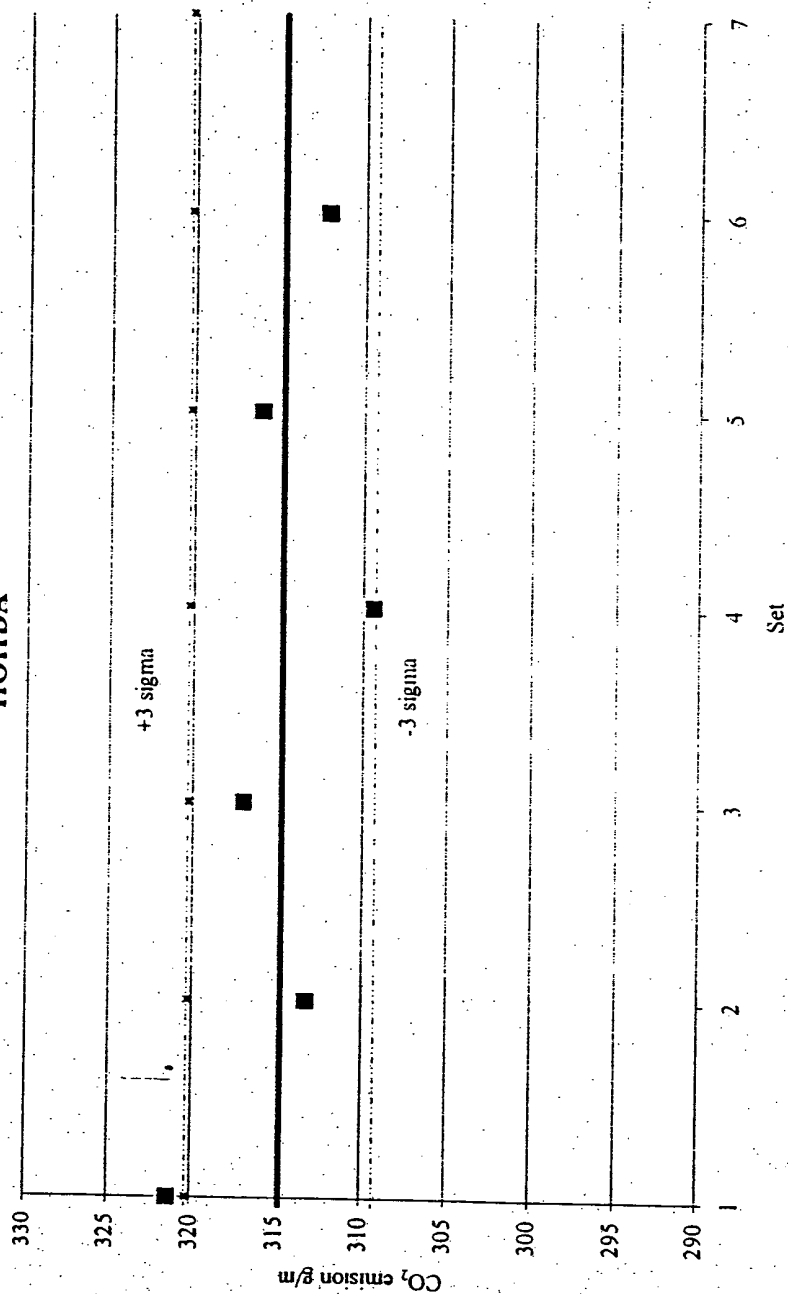


Figure 18: Shewhart Control Plot for CO<sub>2</sub> in the Honda Accord with the first three baselines excluded

209220 TESTBOOT

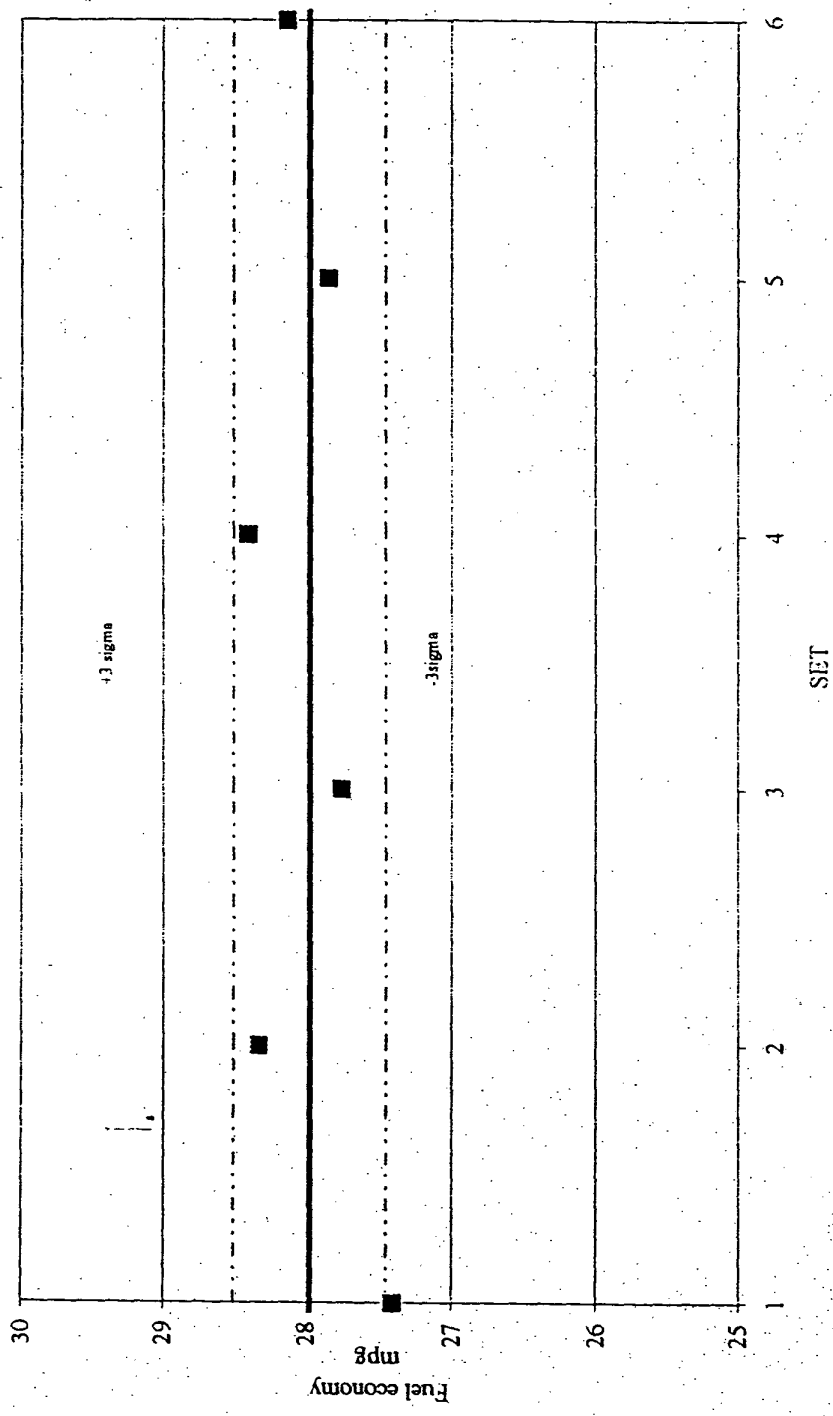
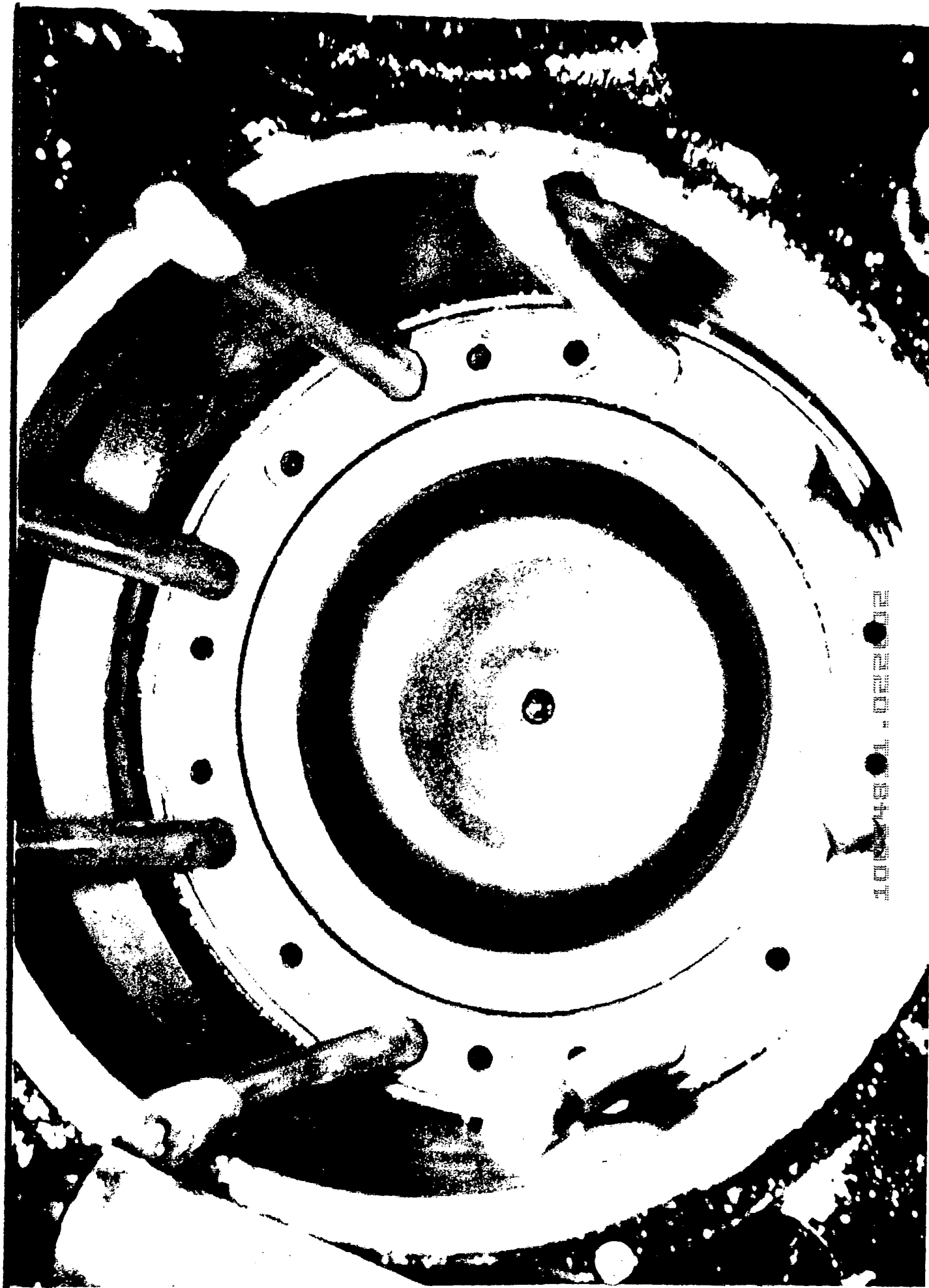
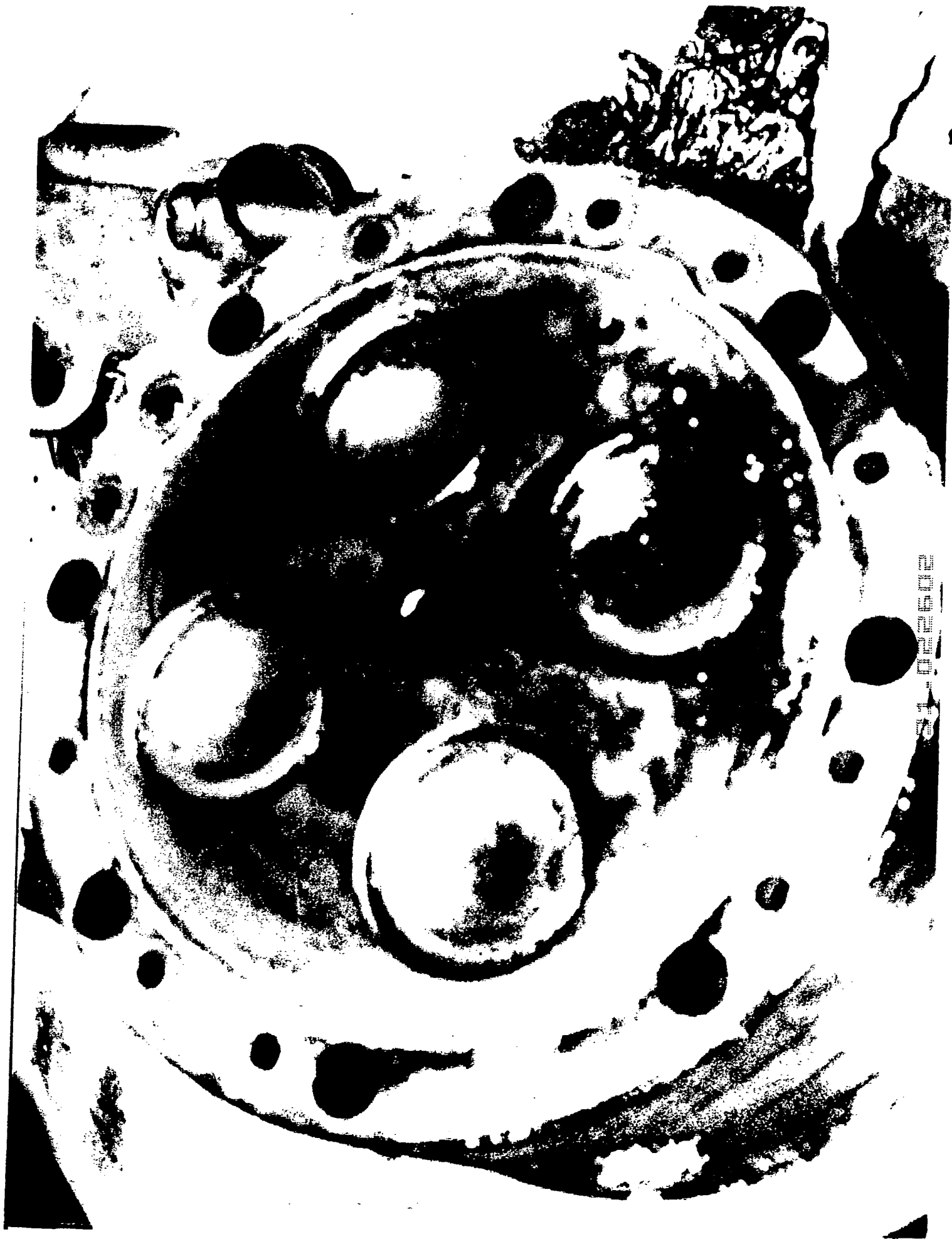


Figure 19 : Shewhart Control Plot for mpg fuel economy in the Honda Accord with the first three baselines excluded

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